

AMENDMENT TO THE SPECIFICATION

Page 18 of the English translation, replace the paragraphs describing Figs. 10 and 11 as follows:

Fig. 10 shows the tilt ring drive mechanism according to Fig. 9 in axial section along line 11-11 in Fig. ~~13~~ 9;

Fig. 11 shows the drive mechanism according to ~~Figs. 1 and 2~~ Fig. 9 in an exploded view;

Page 25 of the English translation, replace the last paragraph and continuing onto page 26 as follows:

Fig. 14a shows the regulation behaviour for a centre of gravity which coincides with the tilt axis. In Fig. 15a, the centre of gravity has been displaced, more specifically either into the second quadrant or into the fourth with the co-ordinates $y=3/z=-2$ or $y=-3/z=2$, respectively. The consequence of this displacement of the centre of gravity is that an additional (partial) moment is produced which has an up-regulating effect. In the case of the selected centre of gravity, the variation in moment in the tilt angle range of from, for example, 1° to 16° is not so great that it is possible to say that the characteristic curves can be shifted in parallel to greater pressures, the higher the speed of rotation. In principle it is possible, as a result, to bring the curves somewhat closer together in a narrow band. According to Fig. 1, for large tilt angles, however, there is obtained a balanced moment balance-sheet, approximately, and as a result a small amount of variability (about 10-16% swash plate tilt angle). In the region of relatively small and medium tilt angles, but especially at small tilt angles, an up-regulating moment is obtained. The up-regulating tilt moment in the low speed of rotation range can be attractive because it is desirable to adjust the tilt angle in connection with, for example, coupling-free operation in the "Off" operating state of the air-conditioning system for power consumption that is as low as possible. However, limits are set on minimisation of

the tilt angle because the compressor, for regulation to a greater stroke, must always be capable of building up a small pressure difference. If the tilt angle and, as a result, the stroke have been set too low, the compressor has difficulty in up-regulating. In that case, the dynamics can help in adjusting the compressor to a greater stroke. In Figs. 14b and 15b, the influence of the location of the center of gravity is shown by way of comparison. It is seen as an advantage that, as a result of the feature, the characteristic curves can be shifted approximately in parallel to greater pressures. It is desirable that the compressor down-regulates in the relatively high speed of rotation range and up-regulates in the relatively low speed of rotation range. This is shown in Fig. 15a by the arrows "n" pointing in opposite directions. Figs. 14b and 15b correspond to Figs. 14a and ~~15b~~ 15a, more specifically in each case in the region of small tilt angles and to an enlarged scale.